

# Staff Summary Report



Development Review Commission Date: 09/28/10

Agenda Item Number: \_\_\_\_

**SUBJECT:** Hold a public hearing for a Use Permit and Development Plan Review for CARLIFE PROFESSIONAL AUTO SERVICE, located at 9895 South Priest Drive.


**DOCUMENT NAME:** DRCr\_CarLifeAuto\_092810 **PLANNED DEVELOPMENT (0406)**

**COMMENTS:** Request for **CARLIFE PROFESSIONAL AUTO SERVICE (PL100205)** (L & G Ray LLC, property owner, Ridenour, Hieton & Lewis, applicant;) consisting of a new 7,249 sf. building on a vacant pad for an automotive business on approx. 1.31 acres, located at 9895 South Priest Drive in the PCC-2, Planned Commercial Center General District. The request includes the following:

**ZUP10079** – Use Permit to allow vehicle repair.

**DPR10144** – Development Plan Review including site plan, building elevations and landscape plan.

**PREPARED BY:** Ryan Levesque, Senior Planner (480-858-2393)

**REVIEWED BY:** Lisa Collins, Deputy Community Development Director-Planning (480-350-8989) 

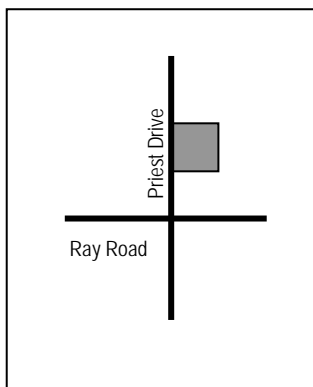
**LEGAL REVIEW BY:** N/A

**DEPARTMENT REVIEW BY:** N/A

**FISCAL NOTE:** N/A

**RECOMMENDATION:** Staff – Approval, subject to conditions

**ADDITIONAL INFO:**



Gross/Net site area	57,206 s.f.
Total Building area	7,249 s.f.
Lot Coverage	28.3 % (50% maximum allowed)
Building Height	28 ft (40 ft maximum allowed)
Building Setbacks	+116' front, +27' side, +118' rear (0, 19, 30 min.)
Landscape area	24% (15% minimum required)
Vehicle Parking	77 spaces (24 min. required)
Bicycle Parking	4 spaces (4 minimum required)

A neighborhood meeting is not required with this application.

**PAGES:**

1. List of Attachments
- 2-3. Comments
- 4-6. Reason for Approval / Conditions of Approval
7. History & Facts / Code Reference

**ATTACHMENTS:**

1. Location Map(s)
- 2-5. Aerial/Site Photo(s)
- 6-12. Letter of Explanation
13. Site plan
14. Floor plans
- 15-16. Building Elevations
17. Building Sections
18. Landscape Plan
19. Preliminary Grading & Drainage Plan

## COMMENTS:

This site is located near the northeast corner of Priest Drive and Ray Road. The site consists of a vacant pad site with existing parking lot and landscape improvement. The property site has shared access with McDonald's restaurant to the south, NYPD Pizza and Haru Sushi restaurants to the north, Thomasville Home Furnishings, Classic Car Spa, and other medical center office space.

This request includes the following:

1. Use Permit to allow vehicle repair in the PCC-2, Planned Commercial Center General District.
2. Development Plan Review which includes: a new 7,249 sf. building on an existing commercial pad with parking, for a new automotive business.

The applicant is requesting the Development Review Commission take action on the items listed above.  
No additional planning entitlements are required at this time.

## PUBLIC INPUT

A neighborhood meeting is not required for this application. Staff received one call from the neighborhood to the north, inquiring about the use and bay door orientation. Staff in a follow up e-mail, provided the resident a copy of the building site plan and proposed color elevations. Staff has received no additional comments since the completion of this report.

## PROJECT ANALYSIS

### USE PERMIT

The proposed use requires a use permit to operate a vehicle repair shop. CarLife Professional Auto Service is a light automotive repair operation. CarLife, as identified in the letter of explanation, does not rebuild engines, transmissions or do any type of paint/body repair. All repairs are conducted within the proposed building without any outdoor storage of vehicles. If overnight is required, the building is designed to hold up to 20 cars secured within the building. Proposed hours of operation are Monday through Friday 7:30 AM to 5:30 PM and Saturday 8:00 AM to 1:00 PM. Approximately 15 vehicles per day are expected to be serviced.

Section 6-308 E. Approval Criteria for Use Permit:

1. The manner of conduct and the building for the proposed use will not be detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood, or to the public welfare in general, and that the use will be in full conformity to any conditions, requirement or standards prescribed therefore by this code. *The proposed building design and its use will be oriented away from street visibility and screened from the neighboring properties view. All work will be conducted with the building with typical business hours of operation.*
- 2a. Any significant increase in vehicular or pedestrian traffic. *This site is a commercial use site. The proposed use is expected to be consistent with the traffic currently defined at this location, located near two major arterial roads.*
- 2b. Nuisance arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding that of ambient conditions. *All work conducted at the site will be confined to the space within the building. Hours of operation limit any potential nuisances for neighboring properties.*
- 2c. Contribution to the deterioration of the neighborhood or to the downgrading of property values, the proposed use is not in conflict with the goals objectives or policies for rehabilitation, redevelopment or conservation as set forth in the city's adopted plans or General Plan. *The proposed use is compatible with the projected land use identified within the General Plan. This development will not be in conflict with the goals and objectives of the city's adopted plans.*
- 2d. Compatibility with existing surrounding structures and uses. *There is an existing full service car wash detailing business within the same complex. The use is compatible with other nearby businesses. The design of the building has compatible materials and colors found throughout this location.*
- 2e. Adequate control of disruptive behavior both inside and outside the premises which may create a nuisance to the surrounding area or general public. *All activities will be conducted within the building avoiding any potential nuisance to the surrounding area.*

## DEVELOPMENT PLAN REVIEW

The proposed building design offers a unique building design that ties in materials from neighboring buildings, including a stone veneer base, compatible building colors, and a professional building design that is not conducive to an auto shop design. The proposed project also offers unique architectural elements to the building design with a western elevation of an arched roof design and a glazed entry foyer. Fenestration was recommended on the northern elevation to break up the building wall and will provide natural lighting into the shop. This is the company's first new build design which may become the prototype for future CarLife buildings.

### Section 6-306 D Approval criteria for Development Plan Review:

1. Placement, form, and articulation of buildings and structures provide variety in the streetscape; *The site is on a ready-to-go pad site complete with driveway and parking layout and landscape part of the original approved plans for the center. This project will be consistent with the overall property configuration.*
2. Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort; *Most of the existing landscape around the perimeters of the property will be maintain and restored. New landscape with trees along the south elevation will introduced with the project. A large window glazing entrance offers little energy conservation. The majority of the building interior is within the auto shop, limited solar exposure.*
3. Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings; *The color palate and use of materials, such as the stone veneer, will complement elements of the buildings within the center.*
4. Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings; *Building is within the allowed height requirements and is appropriately scaled. Existing landscape frontages will remain.*
5. Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level; *The is an individual pad building not considered a large mass.*
6. Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions; *The four-sided architecture of the building provides interest in all elevation details, as well as unique elements to the building (arched roof design, entry glazing).*
7. Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage; *Multi-modal transportation is already in place. Pedestrian access is connected to the public street and bike parking is available.*
8. Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses; *Circulation has already been completed from the previous design work and is acceptable.*
9. Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance; *The building design provides a secure facility. Through conditions of approval enhance surveillance will be provided for the existing retention enclosure.*
10. Landscape accents and provides delineation from parking, buildings, driveways and pathways; *This element is already provided.*
11. Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects; *Existing site lighting is in place. The building design lighting will not create negative effects.*

## Conclusion

Based on the information provided by the applicant, the public input received to date and the above analysis staff recommends approval of the requested for a Use Permit and Development Plan Review. This request meets the required criteria and should conform to the proposed conditions of approval.

## REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Land Use for this site.
2. The project will meet the development standards required under the Zoning and Development Code.
3. The proposed project satisfies the approval criteria for a Use Permit.
4. The proposed project satisfies the approval criteria for Development Plan Review.

## ZUP10079

### CONDITIONS OF APPROVAL:

1. The use permit is valid for CarLife Professional Auto Service and may be transferable to successors in interest through an administrative review with the Community Development Director or designee.
2. Any expansion or intensification of the use will require a new use permit application.
3. If there are any complaints arising from the use permit that are verified by a consensus of the complaining party and the City Attorney's office, the use permit will be reviewed by city staff to determine the need for a public hearing to re-evaluate the appropriateness of the use permit.

## DPR10144

### CONDITIONS OF APPROVAL:

#### Site Plan

4. Provide maintenance access to sub grade retention area. Modify material of retention wall that would restrict natural surveillance from parking lot driveway grades in excess of three (3) feet in height.
5. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.
6. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.

#### Building Elevations

7. The materials and colors are approved as presented:  
Stone Veneer – Rustic Southern LedgeStone – By Cultured Stone – CSV-2055  
Stucco – Dunn Edwards – Bison Beige – SP 134  
Stucco – Dunn Edwards – Coyote Paw – SP 2830  
Cornice face – Dunn Edwards – Marsh Maverick – SP 2170  
Stucco wall entrances – Dunn Edwards – Storm Watch – DE3013  
Metal Roofing/Awning – Berridge – Hartford Green  
Recessed Niche – Dunn Edwards – Sahara – DEC 747

Provide main colors and materials with a light reflectance value of 75 percent or less. Specific colors and materials exhibited on the materials sample board are approved by planning staff. Submit any additions or modifications for review during building plan check process.

8. Provide secure roof access from the interior of the building. Do not expose roof access to public view.
9. Conceal roof drainage system within the interior of the building.
10. Incorporate lighting, address signs, and incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations. Exposed conduit, piping, or related materials is not permitted.
11. Locate the electrical service entrance section (S.E.S.) inside the building or inside a secure yard that is concealed from public view.
12. Avoid upper/lower divided glazing panels in exterior windows at grade level, particularly where lower (reachable) glass panes of a divided pane glass curtain-wall system can be reached and broken for unauthorized entry. Do not propose landscaping or screen walls that conceal area around lower windows. If this mullion pattern is desired for aesthetic concerns, laminated glazing may be considered at these locations.

### **Landscape**

13. The plant palette is approved as proposed and specified on the landscape plan, subject conditions of approval. Any additions or modifications may be submitted for review during building plan check process.
14. Replace existing landscape adjacent to sidewalk on south side of the storm water retention wall, with a maximum 2' size plant species (provide a minimum of 8 plants). Repair existing sidewalk along side of property to an accessible manner.
15. Replace and show any dead or missing landscape island plant materials as may be required by Code.
16. Irrigation notes:
  - a. Provide pipe distribution system of buried rigid (polyvinylchloride), not flexible (polyethylene). Use of schedule 40 PVC mainline and class 315 PVC ½" feeder line is acceptable. Class 200 PVC feeder line may be used for sizes greater than ½" (if any). Provide details of water distribution system.
  - b. Locate valve controller in a vandal resistant housing.
  - c. Hardwire power source to controller (a receptacle connection is not allowed).
  - d. Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.
17. Include requirement to de-compact soil in planting areas on site and in public right of way and remove construction debris from planting areas prior to landscape installation.
18. Top dress planting areas with a rock or decomposed granite application. Provide rock or decomposed granite of 2" uniform thickness or less. Provide pre-emergence weed control application and do not underlay rock or decomposed granite application with plastic.

### **Signage**

19. Provide address sign(s) on each building elevation to which the property is identified.
  - a. Conform to the following for building address signs:
    - 1) Provide street number only, not the street name
    - 2) Compose of 12" high, individual mount, metal reverse pan channel characters.
    - 3) Self-illuminated or dedicated light source.
    - 4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
    - 5) Do not affix number or letter to elevation that might be mistaken for the address.
  - b. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.

## CODE/ORDINANCE REQUIREMENTS:

THE BULLETED ITEMS REFER TO EXISTING CODE OR ORDINANCES THAT PLANNING STAFF OBSERVES ARE PERTINENT TO THIS CASE. THE BULLET ITEMS ARE INCLUDED TO ALERT THE DESIGN TEAM AND ASSIST IN OBTAINING A BUILDING PERMIT AND ARE NOT AN EXHAUSTIVE LIST.

- Specific requirements of the **Zoning and Development Code (ZDC)** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through [www.tempe.gov/zoning](http://www.tempe.gov/zoning) or purchase from Development Services.
- **SITE PLAN REVIEW:** Verify all comments by the Public Works Department, Development Services Department, and Fire Department given on the Preliminary Site Plan Review. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Department will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.
- **STANDARD DETAILS:**
  - Access standard engineering details at this link: [www.tempe.gov/engineering/standard\\_details.htm](http://www.tempe.gov/engineering/standard_details.htm) or purchase book from the Public Works Engineering Division.
  - Access standard refuse enclosures at this link: [www.tempe.gov/bsafety/Applications\\_Forms/applications\\_and\\_forms.htm](http://www.tempe.gov/bsafety/Applications_Forms/applications_and_forms.htm). The enclosure details are under Civil Engineering & Right of Way.
- **BASIS OF BUILDING HEIGHT:** Measure height of buildings from top of curb at a point adjacent to the center of the front property line.
- **WATER CONSERVATION:** Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for the non-residential components of this project. Have the landscape architect and mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59. Refer to this link: [www.tempe.gov/bsafety/Applications\\_Forms/HandoutsFAQs/Water\\_Conservation.pdf](http://www.tempe.gov/bsafety/Applications_Forms/HandoutsFAQs/Water_Conservation.pdf). Contact Public Works Water Department Water Conservation Division with questions regarding the purpose or content of the water conservation reports.
- **HISTORIC PRESERVATION:** State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the items.
- **ENGINEERING:**
  - Underground utilities except high-voltage transmission line unless project inserts a structure under the transmission line.
  - Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
  - Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
  - Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
  - 100 year onsite retention required for this property, coordinate design with requirements of the Engineering Department.
- **REFUSE:**
  - Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116.
  - Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate.
  - Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.
  - Gates for refuse enclosure(s) are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.

- **DRIVEWAYS:**
  - Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works, Traffic Engineering.
  - Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult "Corner Sight Distance" leaflet, available from Traffic Engineering if needed. Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.
- **PARKING SPACES:**
  - Verify conformance of accessible vehicle parking to the Americans with Disabilities Act of 1990 (42 U.S.C.A. §12101 ET SEQ.) and the Code of Federal Regulations Implementing the Act (28 C.F.R., Part 36, Appendix A, Sections 4.1 and 4.6). Refer to Standard Detail T-360 for parking layout and accessible parking signs.
  - At parking areas, provide demarcated accessible aisle for disabled parking.
  - Distribute bike parking areas nearest to main entrance(s). Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.
- **LIGHTING:**
  - Design site security light in accordance with requirements of ZDC Part 4 Chapter 8 (Lighting) and ZDC Appendix E (Photometric Plan).
  - Indicate the location of all exterior light fixtures on the site, landscape and photometric plans. Avoid conflicts between lights and trees or other site features in order to maintain illumination levels for exterior lighting.
- **LANDSCAPE:**
  - Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and "protected" trees and other plants on site. Move, preserve in place, or demolish native or "protected" trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department. Notice of Intent to Clear Land form is available at [www.azda.gov/ESD/nativeplants.htm](http://www.azda.gov/ESD/nativeplants.htm). Follow the link to "applications to move a native plant" to "notice of intent to clear land".
- **SIGNS:** Separate Development Plan Review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Obtain sign permit for identification signs. Directional signs (if proposed) may not require a sign permit, depending on size. Directional signs are subject to review by planning staff during plan check process.

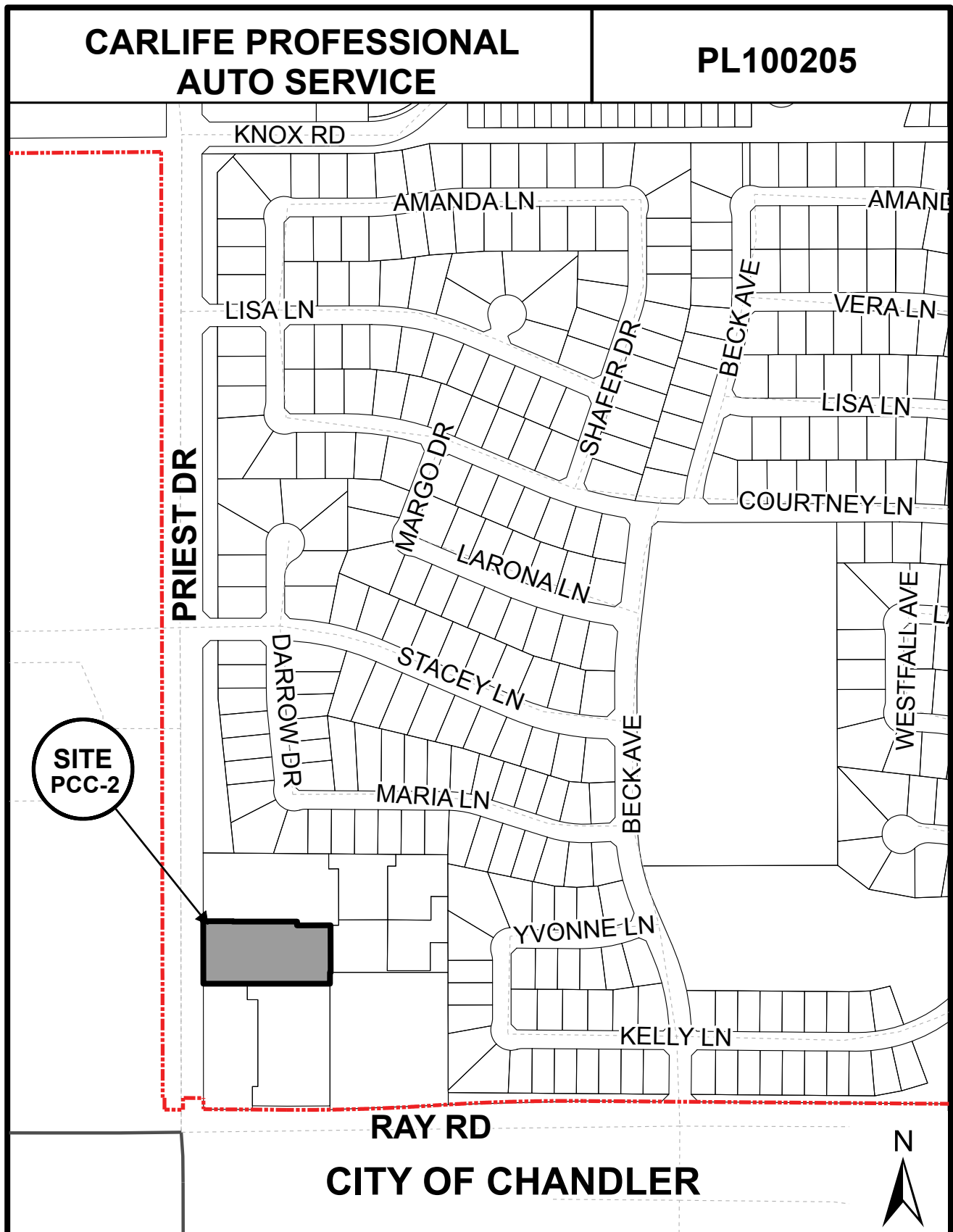
## **HISTORY & FACTS:**

July 10, 2003	City Council approved the 6 <sup>th</sup> Amended General Plan of Development and a Final Plan of Development for Phase Four Lot 1, Tempe Crossings II, (this site) consisting of an 8,503 sf. building for retail/restaurant use. The request included a variance granted, reducing Lot 1 south side yard setback from 60 feet to 19 feet, located at 9895 South Priest Drive.
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## **ZONING AND DEVELOPMENT CODE REFERENCE:**

Section 6-306, Development Plan Review  
 Section 6-308, Use Permit





**Location Map**



PL100205 - CARLIFE PROFESSIONAL AUTO SERVICE



CARLIFE TEMPE – CONTEXT PHOTOS







ATTACHMENT 4





ATTACHMENT 5

## **City of Tempe Use Permit Letter of Explanation Narrative**

### **Applicant:**

The applicant is a light automotive repair business called CarLife Professional Auto Service, an Arizona Limited Liability Company.

### **Proposed Application:**

Pursuant to Section 3-202 of the Tempe Zoning and Development Code, the applicant is proposing this Use Permit and site plan approval for vehicle repair.

### **Property Location:**

The property is located on a 1.31 acre vacant site within the Tempe Crossings II commercial plat located north of the northeast corner of Ray Road and Priest Drive, identified as APN: 308-16-046, within the City of Tempe.

### **Property Zoning:**

The current zoning of the property is PCC-2 (General Planned Commercial Center) per Tempe Zoning Map 21S, and within the Southwest Tempe Overlay. Pursuant to Table 3-202A of the Tempe Zoning Code, "vehicle repair" is allowed within the PCC-2 zoning category with the approval of a Use Permit. Vehicle repair is defined as "an automotive retail sales and service use in which general motor repair work is done as well as the replacement of new or reconditioned parts in motorized vehicles of ten thousand (10,000) pounds or less gross vehicle weight; but not including any operation included in the definition of "auto body repair."

### **Surrounding Zoning:**

The property is surrounded on the north, south and east by PCC-2 zoning and to the west by the City of Chandler, Commercial PAD zoning.

### **Proposed Use:**

CarLife is a light automotive repair operation that does not rebuild engines or transmissions, nor does CarLife do any type of paint or body repair work. The proposal includes the proposed new construction of a 7,249 square foot building that is designed to fit on the existing finished vacant lot.

The repair service work is done in the rear of the shop accessed by bays and within the proposed building. Most vehicles are in and out within one day, not requiring overnight storage of vehicles. In the event that overnight storage is required, the building is designed and programmed to hold as many as 20 cars inside so that cars are not left outside.



The hours of operation are Monday - Friday 7:30 a.m. to 5:30 p.m. and on Saturday from 8:00 a.m. to 1:00 p.m. CarLife will employ approximately 7-12 employees on site. CarLife plans to service around 4,000 cars annually, approximately 15 cars per day, so it is not anticipated to be a high volume business.

## **Use Permit Conditions:**

### **A. Not cause any significant vehicular or pedestrian traffic in adjacent areas.**

Although a land use change is not at issue, it is important to note that the Tempe General Plan Land Use category for the property is "Commercial." The Commercial designation is appropriate given the location of the property at the intersection of two major roadways (Ray Road and Priest Drive), and its proximity to Interstate 10. More specific to the Property, all the surrounding properties are zoned commercial. These designations are important because the analysis required when the General Plan and rezoning was approved included affects on the adjacent properties. Specific to the use, the CarLife business will not cause any significant traffic into adjacent areas due to the proximity to the existing internal drive aisles and adjacent roadways. The internal circulation of the Tempe Crossings shopping center is designed to control ingress and ingress for the property and the adjacent major roadways are designed to handle the traffic produced by the proposed use.

### **B. Not cause any nuisance (odor, dust, gas, noise, vibration, smoke, heat or glare, etc.) exceeding that of ambient conditions.**

The proposed building for the auto repair use was specifically designed to reduce the affects of the use on the surrounding properties. As shown on the site plan, the front of the building and the main entrance faces west, toward the public roadway. The auto repair work will all be done within the proposed building to shield noise and odor from the surrounding properties. The building's two vehicle entrances face east and south with view of the work and any noise being shielded by the immediately adjacent commercial uses. Additionally, the site already consists of mature landscaping that will also aid in buffering adjacent properties. No outside work or storage will be allowed on the Property. No odor, dust, gas, noise, vibration, smoke, heat or glare will be released by the proposed use at levels that exceed the ambient levels.



**C. Not contribute to the deterioration of the neighborhood or be in conflict with the goals, objectives and policies of the City.**

The proposed use is designed to be a higher end auto repair facility that will provide a needed service to the area residents in an appropriate commercial setting. The building architecture is designed to be consistent in color, materials and finishes with the surrounding buildings. The quality of the architecture is arguably at a quality that exceeds most, if not all other auto repair businesses in the Valley. The proposed use will be an asset to the surrounding neighborhoods and will provide a much needed service that will help reduce vehicle trips out of the area for similar repair services, while also achieving the policies and goals of the General Plan and Zoning Code.

**D. Be compatible with existing surrounding structures.**

The proposed use is compatible with the surrounding uses and building architecture. The surrounding fast food restaurants, office, retail and car wash uses are similar to the proposed use in terms of noise, traffic and affects on the general area. The building architecture is designed to incorporate the same materials, colors and finishes of the surrounding buildings.

**E. Not result in any disruptive behavior which may create a nuisance to the surrounding area or general public.**

The proposed use will be done within the enclosed building and no disruptive behavior associated with the proposed use will be allowed. Ownership and staff will undergo extensive training on customer service. CarLife will focus on unparalleled customer service that will help in providing a very customer friendly environment.





**Development Plan Review:** The following describes how the development plan will conform to the City's standards and criteria, as applicable.

1. The placement of buildings reinforces and provides variety in the street wall, maximizes natural surveillance and visibility of pedestrian areas (building entrances, pathways, parking areas, etc.), enhances the character of the surrounding area, facilitates pedestrian access and circulation and mitigates heat gain and retention through:

- a. Shade for energy conservation and comfort as an integral part of the design;

**The development is proposed on a finished lot, within an existing built commercial shopping center and will benefit from the existing and mature landscaping along the streetscape and adjacent to the building. Where existing mature landscaping cannot be salvaged due to building constraints, appropriate landscaping will be replaced.**

- b. Materials shall be of superior quality and compatible with the surroundings;

**Materials chosen for this development consist of metal awnings and roofs, E.I.F.S facades, stone veneer wainscots and glass to create a superior upscale look and feel to match the upscale business program. Specific colors and materials were chosen to match the existing architecture of the surrounding buildings.**

- c. Buildings and landscape elements have proper scale with the site and surroundings;

**The building has been designed to fit within the existing commercial shopping center at an appropriate scale. The proposed building height is designed at 28 feet, while the zoning allows for a maximum of 40 feet. The overall lot coverage is 27.97% while the zoning allows for a maximum of 50%. The proposed development exceeds all setback and parking requirements. The existing and proposed landscaping will be appropriate and to scale with the balance of the commercial center.**

- d. Large building masses are divided into smaller components that create a human-scale as viewed from the sidewalk;



**The proposed high-end architecture has been designed to create various horizontal and vertical articulations and roofline variations with a variety of materials in order to break up any large building masses.**

e. Buildings have a clear base and top, as identified by ground floor elements, roof forms, and detailing;

**The building's exterior design utilizes a stone veneer wainscot that grounds the base of the building to grade and roof plane variations (parapets) with cornices that provide a hierarchy of building elements on all four sides of the building. Detailing has been provided through the use of the pre-finished metal roof awnings at the front windows, aluminum & glass bay doors, recessed soffits at building pop-outs and recessed niches with metal accents to repeat the design of the adjacent retail shops building across the parking lot.**

f. *Building* facades have architectural detail and contain windows at the ground level to create visual interest and to increase security of adjacent outdoor spaces by maximizing natural surveillance and visibility;

**All four sides on the proposed building contain various architectural details. The front of the building incorporates a central element of glass that allows visibility to patrons/staff entering or exiting the facility. Three of the four sides contain windows to enhance security. The bay doors on two sides of the buildings have incorporated windows into the door as a primary material. Smaller doors that are accessed by the public will incorporate security windows as well.**

g. Special treatment of doors, windows, doorways and walkways (proportionality, scale, materials, rhythm, etc.) contributes to attractive public spaces;

**Architectural attention has been given to all entrances and doors on all sides of the buildings. Walkways and entrances will be enhanced with landscaping to create an inviting atmosphere for customers. The main building entrance has a clearly defined sense of arrival and hierarchy that is obvious to patrons.**

h. On-site utilities are placed underground;

**The site is a finished lot and all utilities have been addressed.**

i. Clear and well lighted walkways connect building entrances to one another and to adjacent sidewalks;



**Public access and walkways will be well lit. Lighting currently exists with the exception of building lighting and possibly one relocated light near the southeast corner of the building.**

- j. Accessibility is provided in conformance with the American With Disabilities Act (ADA);

**Site accessibility is provided in conformance with the ADA requirements.**

- k. Plans take into account pleasant and convenient access to multi-modal transportation options, and support the potential for transit patronage;

**The building design will include bike racks to encourage multi-modal transportation.**

- l. Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses. Traffic impacts are minimized, in conformance with city transportation policies, plans, and design criteria;

**The proposed development is within an existing commercial center and will not invite traffic conflicts with pedestrian traffic or with adjacent residential uses. The property is surrounded on all four sides with commercial uses. However, the site has already been developed to incorporate clearly identifiable pedestrian access between the adjacent buildings and the public street.**

- m. Safe and orderly circulation separates pedestrian and bicycles from vehicular traffic. Projects should be consistent with the Tempe Pedestrian and Bicycle Facility Guidelines, contained in the Comprehensive Transportation Plan;

**The development proposal meets all of the applicable design guidelines that are spelled out in Table 9.1 of the City of Tempe Comprehensive Transportation Plan / Toolbox Index regarding pedestrian friendly site design including:**

- **Delineated walkways through parking lots;**
- **Connections to neighborhoods and surrounding areas;**
- **Easy to identify building entrances and building frontage located along the streets rather than across parking lots;**
- **Convenient and safe access to transit and adjacent sidewalks;**
- **Alignment of walkways for convenience and reduced travel distances;**



- Accessible routes of travel to and from the site, as well as throughout the site; and
- No barriers (walls, ditches, landscaping, or roads without safe crossings) to pedestrian travel.

n. Plans appropriately integrate crime prevention principles such as territoriality, natural surveillance, access control, activity support, and maintenance;

**Natural Surveillance is provided at the storefront windows at the front of the building and security vision panels at the rear in addition to the aluminum/glass bay doors at the south and east sides of the building. Access to the building is only at the two doors at the front and rear and the three bay doors. The business closes at 5:30 p.m. during the week so there is no concern of late night hours and the additional security that comes with later operational hours.**

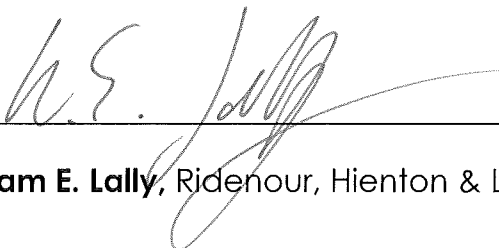
o. Landscaping accents that separates parking, buildings, driveways and pedestrian walkways;

**The proposed landscape plan shows landscaping accents along parking, the building as well as driveways and pedestrian walkways.**

p. Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.

**All site lighting currently exists (one pole to be relocated) with the exception of any new building mounted lighting that will be appropriately designed to accent the building.**

**APPLICANT SIGNATURE:**

  
\_\_\_\_\_  
**William E. Lally**, Ridenour, Hienton & Lewis





# CARLIFE

PROFESSIONAL AUTO SERVICE  
Indicated or represented by this drawing are the  
plans, specifications, and general notes in connection  
with this specific project. None of these items,  
however, shall be construed as a contract or warranty  
without the written permission of CARLIFE.

STRUCTURAL  
MECHANICAL  
ELECTRICAL  
CIVIL

T.M.A.D.  
TAYLOR &  
GAINES

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Phone: 602.371.1333  
Fax: 602.371.0875

ISSUE DATE: AUGUST 10, 2010

REVISIONS:

DRAWN BY: MJ

CARLIFE PROJECT #

TTO PROJECT #

6810109.00

STAMP:

CARLIFE  
RAY AND PRIEST

TRUCK REPAIR CENTER  
1000 S. STREET ONE  
TEMPE, ARIZONA

SHEET NUMBER  
SP-1  
PRELIMINARY  
SITE PLAN



## KEYNOTES

1. NEW CONCRETE
2. NEW SIDEWALK RAMP
3. NEW SIDEWALK RAMP
4. EXISTING TRASH ENCLOSURE TO BE REMOVED
5. NEW PARKING REPAIR
6. FIRE HYDRANT
7. NEW WROUGHT IRON FENCE
8. NEW WROUGHT IRON FENCE
9. NEW WROUGHT IRON FENCE
10. NEW WROUGHT IRON FENCE
11. 19'-0" SIDEWALK SETBACK PER SGP-2003.37
12. EXISTING WATER SLUB (SEE NOTE 11)
13. EXISTING WATER SLUB (SEE NOTE 11)
14. EXISTING WATER SLUB (SEE NOTE 11)
15. EXISTING SINKER SUB
16. EXISTING SINKER SUB
17. EXISTING SINKER SUB
18. EXISTING SINKER SUB
19. EXISTING SINKER SUB
20. EXISTING SINKER SUB
21. EXISTING WALL TO REMAIN

## LEGAL DESCRIPTION

ASSESSOR'S PARCEL NUMBER 308-16-046

## PARKING CALCULATIONS

BUILDING SIZE: 7,249 SF

7,249 SF \* 1/1,000 SF = 7.25 STALLS

ADA PARKING REQUIRED = 2 STALLS

BICYCLE PARKING REQUIRED = 4 STALLS

TOTAL PARKING PROVIDED = 17 STALLS

ADA COMPLIANT = 2 STALLS

BICYCLE PARKING PROVIDED = 4 STALLS

NO SPRINKLERS

RETAIL / LIGHT AUTO REPAIR

NO SPRINKLERS

RETAIL / LIGHT AUTO REPAIR

NO SPRINKLERS

RETAIL / LIGHT AUTO REPAIR

NO SPRINKLERS

RETAIL / LIGHT AUTO REPAIR

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NO SPRINKLERS

RETAIL / LIGHT AUTO REPAIR

NO SPRINKLERS

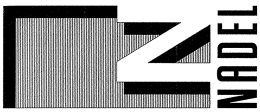
RETAIL / LIGHT AUTO REPAIR

NO SPRINKLERS

RETAIL / LIGHT AUTO REPAIR

NO SPRINKLERS

RETAIL / LIGHT AUTO REPAIR



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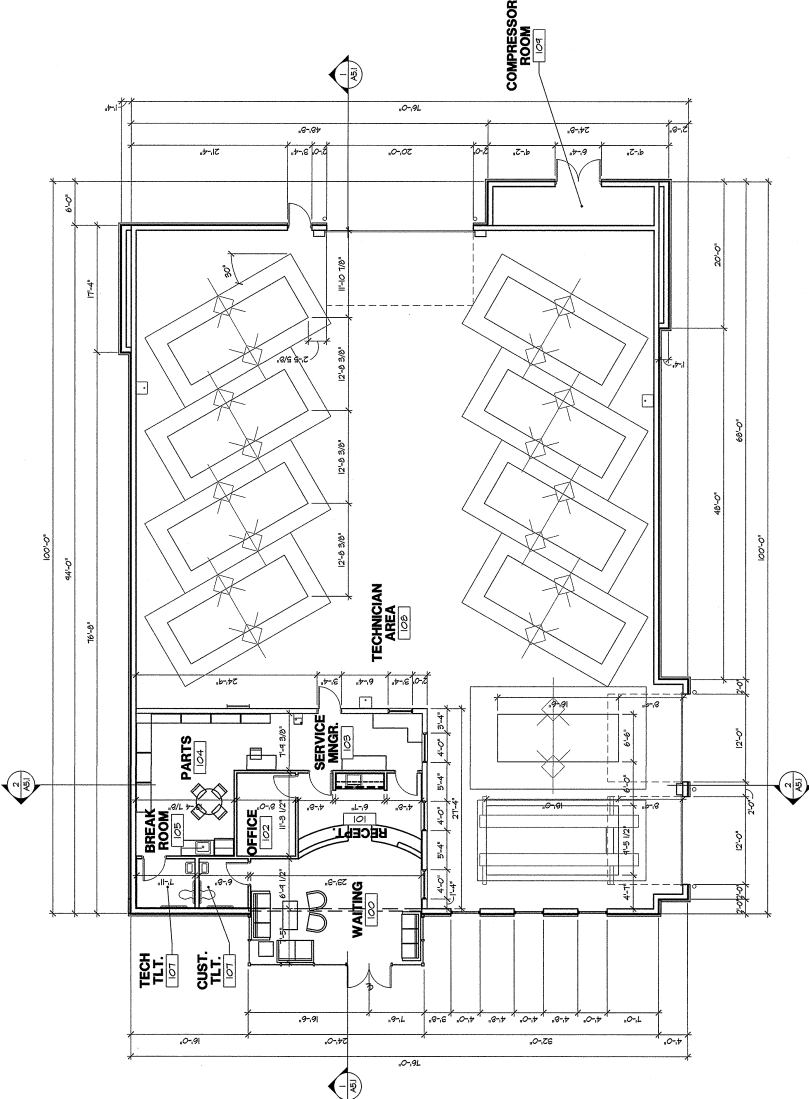
CARLIFE  
PROFESSIONAL AUTO SERVICE  
EXP. 3-24-01

PROJECT:  
TEMPLE CROSSING II  
CARLIFE AUTOMOTIVE  
NEC RAY ROAD AND PREST DRIVE  
TEMPE, ARIZONA

PRELIMINARY  
FLOOR PLAN

REVISIONS:	
DATE	08-06-10
DESIGN	30161
STREET ADDRESS	

A10



FLOOR PLAN

1

ALL DIMENSIONS AND NOTATION MATERIAL, FINISHES, ELEVATIONS, AND SCHEDULES ARE TO BE USED AS A GUIDE ONLY. THE OWNER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. THE ARCHITECT'S COMPANIES, NADAL, INC. AND NADAL ASSOCIATES, INC. ARE NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.



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TEMPLE CROSSING II  
CARLIFE AUTOMOTIVE  
TEMPE, ARIZONA  
PROFESSIONAL AUTO SERVICE

PRELIMINARY  
EXTERIOR ELEVATIONS

DATE	08-06-10
JOB NO.	10161
PROJECT NUMBER	

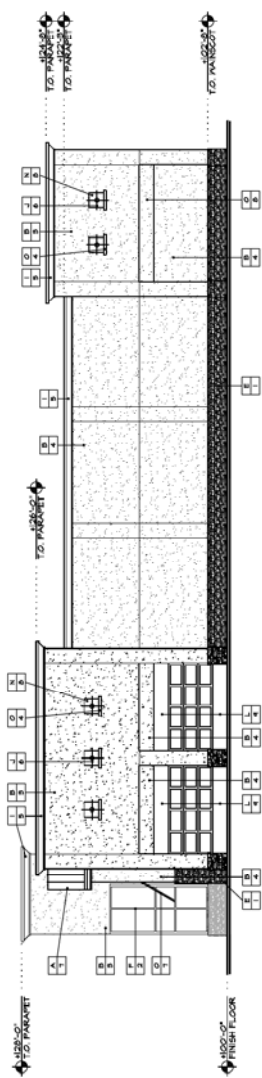
A4.0

EXTERIOR MATERIALS

- A. SHIMMER SHINY STEEL ROOF
- B. STEEL
- C. DARK METAL
- D. POLYURETHANE METAL ROOF 4400
- E. CONCRETE
- F. ALUMINUM 40 ALKALINE EPOXY/URETHANE
- G. POLYURETHANE
- H. POLYURETHANE
- I. POLYURETHANE
- J. METAL ACETAL RESIN
- K. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- L. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- M. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- N. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- O. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- P. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- Q. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- R. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- S. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- T. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- U. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- V. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- W. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- X. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- Y. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL
- Z. POLYURETHANE ROOF AND FRAME, AT ONE CORNER/FRONT ROOFTOP PANEL

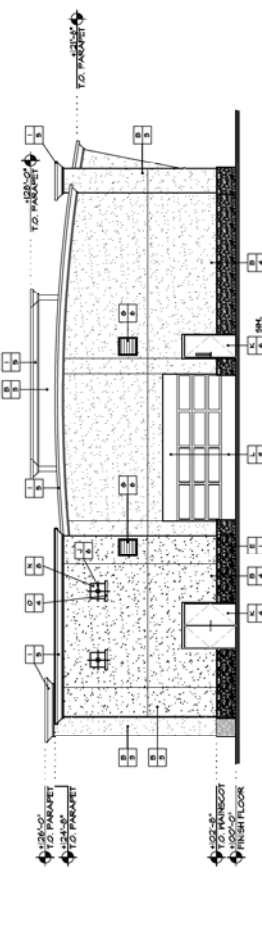
SCALE  
1/8" = 1'-0"

FRONT ELEVATION (WEST)



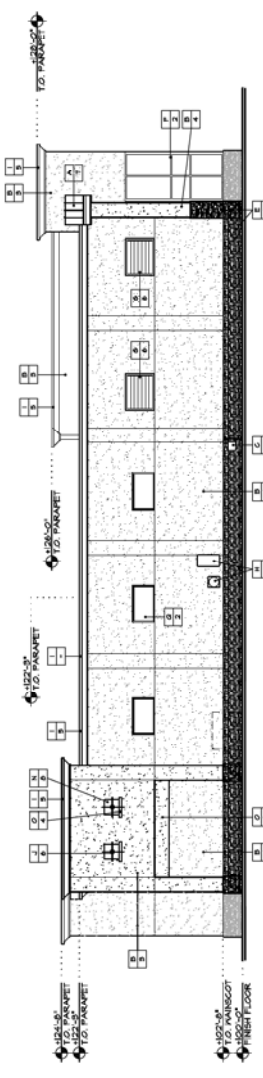
SCALE  
1/8" = 1'-0"

SIDE ELEVATION (SOUTH)



SCALE  
1/8" = 1'-0"

REAR ELEVATION (EAST)



SCALE  
1/8" = 1'-0"

SIDE ELEVATION (NORTH)





## EXTERIOR MATERIALS

- [illegible]



**FRONT ELEVATION (WEST)**



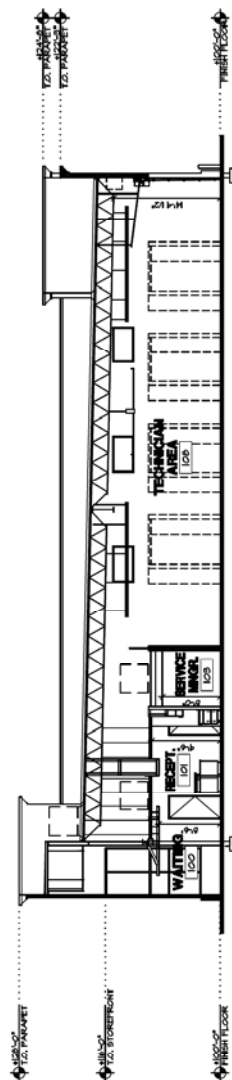
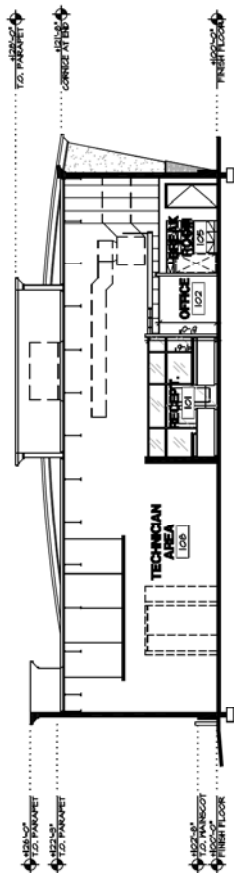
**SIDE ELEVATION (SOUTH)**



## REAR ELEVATION (EAST)

**SIDE ELEVATION (NORTH)**







# CAR LIFE

PROFESSIONAL AUTO SERVICE  
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**TAYLOR & GAINES**  
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ISSUE DATE: AUGUST 10, 2010

REVISIONS:

DRAWN BY: NJ

CAR LIFE PROJECT #: 661105.00  
TTO PROJECT #:

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DESIGN, INC.

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Suite 100, Phoenix, AZ 85018  
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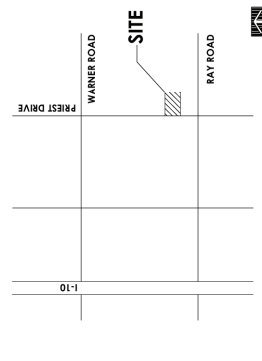


CAR LIFE  
RAY AND PRIEST  
TEMPLE CROSSINGS II  
9800 S. RAY STREET DRIVE  
TEMPE, ARIZONA

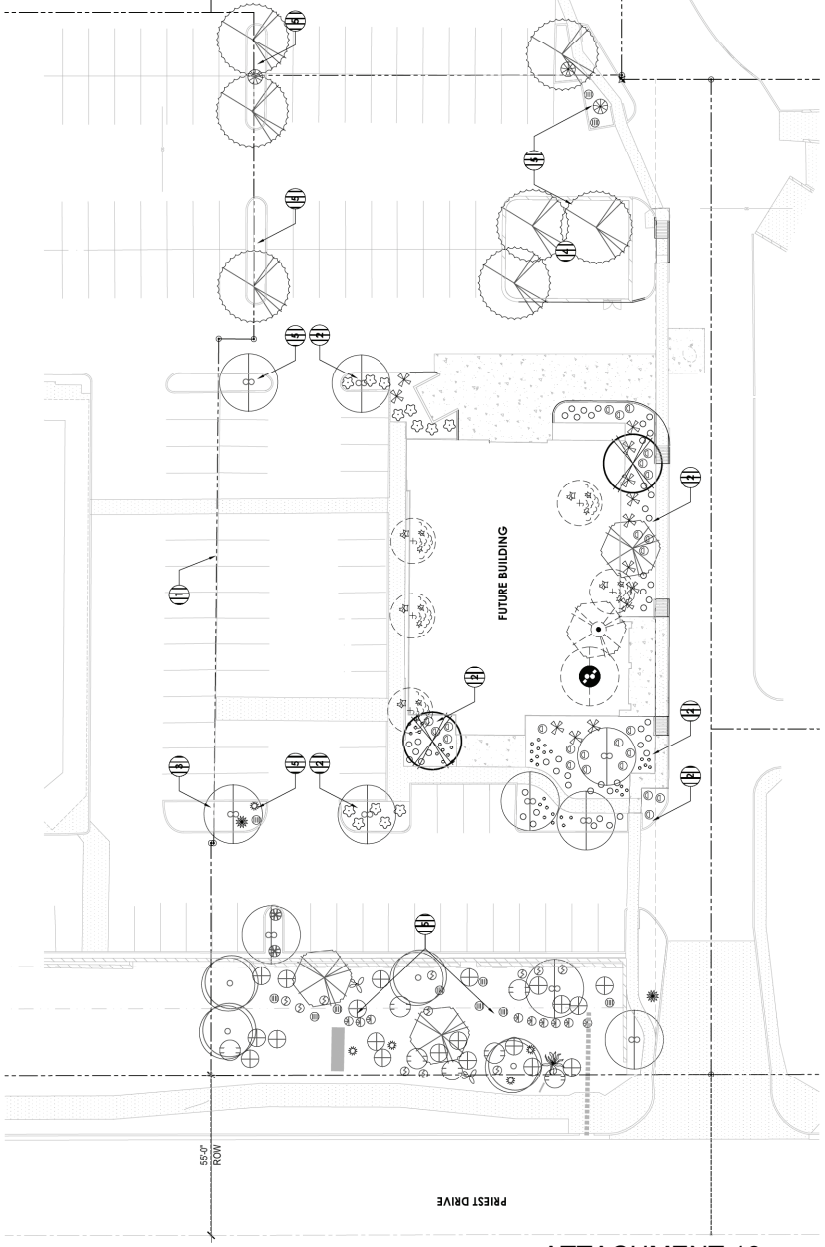
SHEET NUMBER:  
**PRELIMINARY  
LANDSCAPE  
PLAN**  
L-1 of L1

## PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
EXISTING PLANT MATERIAL (TO BE REMOVED)			
	WILLOW ACACIA	REMOVAL	
	PALO VERDE	REMOVAL	
	THORNLESS CHILEAN MESQUITE	REMOVAL	
EXISTING PLANT MATERIAL (TO REMAIN)			
	IRONWOOD	EXISTING	
	PALO VERDE	EXISTING	
	THORNLESS CHILEAN MESQUITE	EXISTING	
	THORNLESS CHILEAN MESQUITE	EXISTING	
	SMOOTH AGAVE	EXISTING	
	RED BIRD OF PARADISE	EXISTING	
	CEREUS	EXISTING	
	THUNDER CLOUD	EXISTING	
	REGAL MIST	EXISTING	
	SILVER CACTUS	EXISTING	
	DESERT SPOON	EXISTING	
	CACTUS	EXISTING	
	RED YUCCA	EXISTING	
	PARAKEE PRICKLY PEAR	EXISTING	
	PARAKEE PRICKLY PEAR	EXISTING	
PROPOSED PLANT MATERIAL			
	PALO VERDE	24" BOX	
	GOLDEN BARREL	5 GAL.	
	GOPHER PLANT	5 GAL.	
	OAK LONGS CANDLE	5 GAL.	
	GROUND COVER	1 GAL.	
	NEW GOLD		
	GOLDEN YUCCA		



VICINITY MAP  
SCALE: 1" = 20'  
NORTH



## PLANTING KEY NOTES

- PROPERTY LINE / RIGHT OF WAY LINE
- DECOMPOSED GRANITE IN ALL PLANTING AREAS
- EXISTING FIRE HYDRANT
- STORMWATER RETENTION. SEE CIVIL ENGINE PLANS.
- EXISTING PLANT MATERIAL

## PRELIMINARY LANDSCAPE NOTES

- PLANTING**  
THE SITE WILL BE LANDSCAPED IN ACCORDANCE WITH THE CITY OF TEMPE STANDARDS. ALL TREES AND SHRUBS ARE TO BE STAKED AND PLANTED IN ACCORDANCE WITH THE ARIZONA NURSERY ASSOCIATION PUBLISHED STANDARDS. SIZES OF TREES AND SHRUBS WILL CORRESPOND WITH REQUIREMENTS SET BY THE CITY OF TEMPE. ALL PLANTING AREAS WILL RECEIVE A 2" DEPTH OF 3/4" DECOMPOSED GRANITE AND SHALL BE TREATED WITH PRE-EMERGENT HERBICIDE.
- IRRIGATION**  
THE IRRIGATION SYSTEM WILL CONSIST OF DRIP EMITTERS AND PRESSURE REGULATORS CONNECTED TO AUTOMATIC VALVES AND WILL BE TIED INTO EXISTING MAINLINE IRRIGATION SYSTEM. THE IRRIGATION SYSTEM SHALL PROVIDE 100% COVERAGE.
- GRAVITY**  
ALL EARTHWORK WILL BE DONE SO THAT ALL MOISTURE DRAINS OFF AND AWAY FROM SIDEWALKS AND STRUCTURES. THE MAJORITY OF ON-SITE DRAINAGE WILL DRAIN INTO THE RETENTION BASINS LOCATED ON SITE.



# CARLIFE

PROFESSIONAL AUTO SERVICE  
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STRUCTURAL  
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ISSUE DATE: AUGUST 10, 2010

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DRAWN BY: JH

CARLIFE PROJECT #

TTO PROJECT R: 6810108.00

STAMP:



EXPIRES: 3/31/2012

CARLIFE  
RAY AND PRIEST  
TRAFFIC ENGINEER  
1550 E. MISSOURI SUITE 100  
PHOENIX, ARIZONA

SHEET NUMBER:

C1

PRELIMINARY  
GRADING AND  
DRAINAGE PLAN

